

AMENDMENTS TO THE CLAIMS

The following listing of claims replaces all prior versions and listings of claims in the application.

Listing of Claims:

1. (Currently amended): A system for assisting the regeneration of depollution means associated with oxidation catalyst-forming means, and integrated in an exhaust line of a motor vehicle diesel engine, and in which the engine is associated with common rail means for feeding fuel to the cylinders of the engine and adapted, at constant torque, to implement a strategy of regeneration by injecting fuel into the cylinders in at least one postinjection, the system comprising:

- detector means for detecting a request for regeneration and thus for postinjection;
- detector means for detecting that the vehicle accelerator pedal is being raised;
- acquisition means for acquiring the temperature downstream from the catalyst-forming means;
- determination means for determining, on the basis of said temperature, a maximum duration for applying postinjections during a stage in which the main injections are stopped and the engine is returning to idling as a result of the accelerator pedal being raised; and
- cutoff means for immediately cutting off the postinjections as soon as the duration of postinjection use has reached the predetermined maximum duration of application during the stage in which the main injections are stopped and the engine is returning to idling as a result of the accelerator pedal being raised, so as to limit the quantities of fuel that are postinjected when

temperature levels in the exhaust line are unfavorably low.

2. (Previously presented): A system according to claim 1, wherein the depollution means comprises a particle filter.

3. (Previously presented): A system according to claim 1, wherein the depollution means comprises a NOx trap.

4. (Previously presented): A system according to claim 1, wherein the fuel includes an additive for becoming deposited together with the particles with which it is mixed on the depollution means in order to facilitate regeneration thereof.

5. (Previously presented): A system according to claim 1, wherein the fuel includes an additive forming a NOx trap.

6. (Previously presented): A system according to claim 1, wherein the engine is associated with a turbocharger.

7. (Previously presented): A system according to claim 2, wherein the depollution means comprises a NOx trap.

8. (Previously presented): A system according to claim 2, wherein the fuel includes an additive for becoming deposited together with the particles with which it is mixed on the depollution means in order to facilitate regeneration thereof.

9. (Previously presented): A system according to claim 3, wherein the fuel includes an additive for becoming deposited together with the particles with which it is mixed on the depollution means in order to facilitate regeneration thereof.

10. (Previously presented): A system according to claim 7, wherein the fuel includes an additive for becoming deposited together with the particles with which it is mixed on the depollution means in order to facilitate regeneration thereof.

11. (Currently amended): A method of assisting the regeneration of a depollution device associated with an oxidation catalyst, and integrated in an exhaust line of a motor vehicle diesel engine, and in which the engine is associated with a common rail for feeding fuel to the cylinders of the engine and adapted, at constant torque, to implement a strategy of regeneration by injecting fuel into the cylinders in at least one postinjection, the method comprising:

- detecting a request for regeneration and thus for postinjection;
- detecting that the vehicle accelerator pedal is being raised;
- acquiring the temperature downstream from the oxidation catalyst;
- determining, on the basis of said temperature, a maximum duration for applying

postinjections during a stage in which the main injections are stopped and the engine is returning to idling as a result of the accelerator pedal being raised; and

· immediately cutting off the postinjections as soon as the duration of postinjection use has reached the predetermined maximum duration of application during this stage in which the main injections are stopped and the engine is returning to idling as a result of the accelerator pedal being raised, so as to limit the quantities of fuel that are postinjected when temperature levels in the exhaust line are unfavorably low.

12. (Previously presented): A method according to claim 11, wherein the depollution device comprises a particle filter.

13. (Previously presented): A method according to claim 11, wherein the depollution device comprises a NOx trap.

14. (Previously presented): A method according to claim 11, wherein the fuel includes an additive for becoming deposited together with the particles with which it is mixed on the depollution device in order to facilitate regeneration thereof.

15. (Previously presented): A method according to claim 11, wherein the fuel includes an additive forming a NOx trap.

16. (Previously presented): A method according to claim 11, wherein the engine is associated with a turbocharger.

17. (Previously presented): A method according to claim 12, wherein the depollution device comprises a NOx trap.

18. (Previously presented): A method according to claim 12, wherein the fuel includes an additive for becoming deposited together with the particles with which it is mixed on the depollution device in order to facilitate regeneration thereof.

19. (Previously presented): A method according to claim 13, wherein the fuel includes an additive for becoming deposited together with the particles with which it is mixed on the depollution device in order to facilitate regeneration thereof.

20. (Previously presented): A method according to claim 17, wherein the fuel includes an additive for becoming deposited together with the particles with which it is mixed on the depollution device in order to facilitate regeneration thereof.